

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 6:48 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 1262 Const Calendar Day: 835 Date: 17-Sep-2014 Wednesday

Inspector Name: Brignano, Bob Title: Transportation Engineer

Inspection Type:

Shift Hours: Break: Over Time:

Federal ID:

Location:

Reviewer: Schmitt, Alex Approved Date: Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather**

Temperature	7 AM	12 PM	4 PM
Precipitation			Condition clear

Working Day ☒ If no, explain:**Diary:**

Dispute

General Comments

CCO 314, SAMPLING AND TESTING A354 GRADE BD MATERIAL:

The Townsend Test (Test IV) for TR's 18 & 19 is complete and cleanup is in progress.

ABF Engineer Kelvin Chen is working part time in the field and office on CCO 314.

There is work in the field for dismantling and cleanup of TR's 18 & 19. Crews at the Pier 7 warehouse are working an 8-hour shift 0700 through 1530. Working on the CCO operation today are Ironworker Jared Garrett (0700 to 1530 - 8 hrs), Operator Justin Garrett (briefly for less than an hour of combined time at different times in the morning and afternoon), and Laborer Carlos (Pedro) Garcia (~1330~1530 ~2 hrs). The non-CCO 314 operations elsewhere at the Pier 7 warehouse area at other times in the day are not covered by this diary.

Work starts with the ironworker using an air impact gun with the compressor to remove the nuts on the concrete anchors at TR's 18 & 19 for the test rig feet and the guide angles. Then the guide angles are removed. Then, the air impact gun is used to unbolt the north end plates at TR's 18 & 19 – note that the end plates remain in place and are not removed today after being unbolted. Then all the nuts, washers, and bolts are gathered for scrap.

With the pickup of the rented fence scheduled for tomorrow, the ironworker next starts removal of the last of the fence. At this time, the only remaining fence is between the test rig area and the parking lot to the east. The fence panels are taken down and all fence panels are stored in one spot just south of the test rigs for easy pickup away from the crowded areas around the test rigs. The fence bases or feet are also gathered and stored in the same spot for pickup, along with all of the fence panel connection hardware.

After removal of the fence between the test rig area and the parking lot to the east, the State owned 10' k-rail are used to separate the parking lot from the work site. Of the 20 pieces of 10' k-rail on site, only 13 are needed to form this separation, with the other 7 pieces stored next to the 13 used k-rail (place k-rail back-to-back / two-deep to store extra pieces out of the way). The k-rail is placed several feet west of the original fence line – this is so that the forklift is not placing the k-rail too close for safety to the parked cars in the parking lot and it will result in deeper parking spots for the cars in the parking lot. While the ironworker is setting k-rail in the afternoon, the laborer arrives to work in the area to remove sandbags used at the old fence location to secure the fence feet – previously only the sandbags on the test rig side of the fence were removed and the sandbags on the parking lot side of the fence remain for removal today. Included in the removal of the sandbags is cleanup of sand from the ground (sweep and shovel).



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Wednesday

The laborer also works in the afternoon to clean sand and other debris at the TR's 18 & 19 location – after removal of crane mats yesterday, sand and other debris remained behind. This cleaning operation is not completed today and will continue on a future date.

A Hydraulic Pump for running the jacks is on idle/standby at the test rig work area. A compressor (IR185 - ABF ID 002039) is used for a few hours, along with an air impact gun, is on idle/standby at the test rig work area for the remainder of the shift, and is removed from the test rig site at the end of the shift. An extendable forklift (Gradall 544D - ABF ID 002005) is used briefly in the morning, a Hyster 80 forklift (ABF ID 002306) is used briefly in the morning, and a Hoist P360 forklift (ABF ID 002131) is used for several hours in the afternoon by the ironworker. A Kubota Cart is used by the Laborer, and a second Kubota Cart is used in the morning by the ironworker.

Note that there is k-rail at this work area. All the remaining k-rail at the CCO 314 test rig site is State owned. There are 20 pieces of 10' bought k-rail. Most of this k-rail had been in the most recent test rig setups, but the last of the k-rail was removed from the test rig setups yesterday. Today, after removal of the fence between the test rig setups and the parking lot to the east, this State owned k-rail is used to separate the parking lot from the work site. Of the 20 pieces, only 13 are needed to make this separation, with the other 7 pieces stored next to the 13 used k-rail (place k-rail back-to-back / two-deep to store extra pieces out of the way).

The agreed extra work with ABF is as follows:

Ironworker Jared Garrett - 8 hrs

Laborer Carlos (Pedro) Garcia - 2 hrs

Kubota Cart - 2 hrs

Hoist P360 Forklift - 3 hrs

185 CFM Compressor - 2 hrs

Impact Gun - 2 hrs

See the attached Extra Work Order - Signed with ABF for CCO 314 work

ITEM 52 FURNISH STRUCTURAL STEEL (BRIDGE)(TOWER);

ITEM 55 FURNISH STRUCTURAL STEEL (BRIDGE)(BOX GIRDER):

Today, ABF laborers, ironworkers, and operators are doing miscellaneous demobilization operations at the Pier 7 warehouse, including dumping pallets with kegs of extra A325M galvanized assemblies into scrap dumpsters. ABF previously scrapped a portion of the left over assemblies and is now scrapping the remainder that they had saved as backups until now. These assemblies are left over quantities from previously completed tower and OBG work. ABF started work on this operation yesterday and is continuing work today.